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OR
QUARTER-BOTTLES
TANSAN
Per Case of 100 Bottles \$7.50
H. PRICE & CO.
12, QUEEN'S ROAD.

Hongkong Daily Press.

ESTABLISHED 1857.

"GRAND PRIX" PARIS 1900.
The Highest Possible Award.
JOSEPH GILLOTT'S
PENS.
Of Highest Quality, and having
Greatest Durability are there-
fore **CHEAPEST.**
The Only Award, Chicago, 1893.
Manufactured by **MR. GILLOTT**
Pens. 225, 226, 227, 228, 229.
Slip Pens. 230, 231, 232, 233, 234, 235.
In Fine, Medium, and Broad Points.
The New Turned-up Point 1032.

No. 13,618 號捌十壹百陸千叁萬壹第 日伍十式月玖年柒十二緒光 HONGKONG, TUESDAY, NOVEMBER 5TH, 1901 式拜禮 號伍月壹十年壹零百九千壹英港香 PRICE, \$2 PER MONTH

CHAMPAGNE

JULES MUMM

PER CASE, - PINTS, \$50; QUARTS, \$48.

A. S. WATSON & CO.

LIMITED.

THE HONGKONG DISPENSARY.

CUTLER PALMER AND CO.

WINE SHIPPERS SINCE 1815.

Who have consigned their Branches to Hongkong for over half a century.

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JOHN WALKER & SONS'

FAMOUS

KILMARNOCK WHISKY.

This World-renowned

Fine Old HIGHLAND WHISKY.

Sole Shippers—CUTLER, PALMER & CO., is obtainable in Hongkong of their Agents.

SIEMSEN & CO.

Hongkong, 1st January, 1901.

CUTLER, PALMER & CO.'S

PRICE \$10.75 PER DOZEN

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Blend of Selected Distillations of the Finest Scotch Whiskies

Apply to SIEMSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TEAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 8.30 a.m. Every 10 minutes.

8.30 a.m. to 9.00 a.m. Every 10 minutes.

9.00 a.m. to 9.30 a.m. Every 10 minutes.

9.30 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 10.30 a.m. Every 10 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

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8.30 a.m. to 9.00 a.m. Every 10 minutes.

9.00 a.m. to 9.30 a.m. Every 10 minutes.

JOHNSON'S DIGESTIVE TABLETS

THE GREAT REMEDY FOR

INDIGESTION, DYSPEPSIA, FLATULENCY

AND ACIDITY OF THE STOMACH.

VICTORIA DISPENSARY.

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CLARETS (COURCIER & ADET'S)

Per 1 Doz. Per 2 Doz.

MEDOC (a really good dinner Wine) ... \$7.00 \$9.00

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AYALA & Co. (extra quality, dry) ... 46.00 48.00

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SAUMUR ("Dry Royal" a splendid dry sparkling Wine) ... 21.00 23.00

The above Wines are of exceptionally good value, and a trial will induce further purchases.

CHOICE SELECTION OF SWEETS.

"Reviving sweets repair the mind's decay."—POPE.

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ACCEPTABLE TO ALL

BOX OF CADBURY'S CHOCOLATE CREAMS.

A LARGE VARIETY IN FANCY BOXES AT POPULAR PRICES.

WATKINS. LIMITED.

CHEMISTS AND AERATED WATER MANUFACTURERS.

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CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the underlined:—

SUPERB OLD COGNAC,

C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.

\$20 PER DOZ.

Distinguished by 4 Stars on the label.

This fine Wine is old, soft, and of grand flavour. See analysis and certificate by Professor Cassal.

ANOTHER FINE COGNAC, \$16.75 per doz.

DOURO PORT,

\$14.25 PER DOZ.

A fine, full, and fruity wine.

THE BLITE OF WHISKY:—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C.P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

AMOROSO SHERRY,

\$20 PER DOZ.

LA TORRE SHERRY,

\$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR—

D.O.M.,

\$39.75 PER DOZ.

AQUARIUS.

SPARKLING MINERAL TABLE WATER.

MANUFACTURED ENTIRELY FROM PURE TREBLE-DISTILLED WATER.

MIXES FREELY WITH WINES AND SPIRITS, WITHOUT IN ANY WAY DESTROYING THE FLAVOUR.

Per 1 dozen Quarts ... \$2.50

Per 1 dozen Pints ... \$1.75

Empties allowed for at the rate of 85 Cents per dozen Quarts, and 60 Cents per dozen Pints.

SOLE AGENTS—

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

15, Queen's Road, Hongkong, 25th October, 1901.

W. BREWER & CO.

CHRISTMAS CARDS with LOCAL PHOTOGRAPHIC VIEWS, in Great Variety.

A SPECIAL SELECTION FOR PRINTING GREETINGS with any Name and Address.

A Choice Selection of NEW JAPANESE HAND-PAINTED.

CHINESE RICE-CARDS with PIGGIN-ENGLISH GREETINGS.

KEYTH JOHNSTON'S WALL MAPS: ASIA, WORLD, &c.

NAUTICAL ALMANACKS, 1902-1903.

NEW STOCK.

INDIAN CIGARS.

EGYPTIAN CIGARETTES.

(The Best Brands).

JUST LANDED.

Ex s.s. Borneo.

A New Stock of GENTLEMEN'S BOOTS AND SHOES, Very Superior Brand.

BROWN WALKING BOOTS & SHOES.

BLACK WALKING BOOTS & SHOES.

PATENT LEATHER BOOTS & SHOES.

COURT DRESS SHOES.

DANCING PUMPS, TENNIS SHOES.

NEW ANNUAL VOLUMES OF "CHUMS," "BOYS' ANNUAL" and "GIRLS' ANNUAL."

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COLLINS' DIARY BLOTTER PAD.

23 & 25, Queen's Road, Hongkong.

W. S. BAILEY & CO.

ENGINEERS, SHIPBUILDERS, BOILER MAKERS AND BLACKSMITHS.

BRASS AND IRON FOUNDERS.

COAST AND RIVER STEAMERS, STEAM WATER BOATS, LIGHTERS.

TUGS AND FAST STEAM-LAUNCHES.

PUMPS, PACKING, GENERAL STORES AND ENGINEERS' TOOLS OF EVERY DESCRIPTION.

OFFICES & SALES-ROOMS, ENGINE & SHIPBUILDING WORKS, 60 & 62, DES VEXES ROAD CENTRAL, KOWLOON BAY.

W. S. BAILEY, M.I.M.E. E. O. MURPHY, W.H. SC., A.I.M.E.

CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK.

PLANS, SPECIFICATIONS AND TENDERS.

CONSULTING AND SUPERINTENDING ENGINEERS AND SURVEYORS.

COTTAM & CO.

HAVE RECEIVED A NEW STOCK OF SOFT FELT HATS IN ALL SIZES and the LATEST SHAPES in "DOUBLE" COLLARS.

LEATHER TRUNKS, BRIEF BAGS, DRESS SUIT CASES, &c.

Are now being Shown.

BRANDIES.

J. HENNESSY XXX.

OTARD DUPUY XXX.

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Apply to—G. GIRAUT, 6, QUEEN'S ROAD.

REMINGTON TYPEWRITERS

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SIEMSEN & CO.

SOLE AGENTS.

TO LET

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A N EIGHT-ROOMED HOUSE, suitable for Office and Dwelling, with Spacious Yard and Out-houses, Newly Built on Shamoon Lot 55, Canton.

For Terms, apply to DAVID SASSOON, SONS & CO.

Hongkong, 5th November, 1901.

NOTICE OF FIRM

NOTICE.

WE have this Day Established ourselves as GENERAL IMPORT and EXPORT MERCHANTS and COMMISSION AGENTS under the style of LAKSER & CO.

Hong Name 隆茂 SENG MAO.

The Partners are—M. LAKSER (Absent) and J. LAKSER.

Mr. A. B. DONNELLY is Authorized to Sign for us "Per Procuration."

LAKSER & CO.

14, Hankow Road.

Shanghai, 1st November, 1901.

OLD CHELTONIANS.

OLD CHELTONIANS are invited to attend a MEETING to be held at No. 22, DES VEXES ROAD CENTRAL (P. & O. Building), at 4.30 p.m., on THURSDAY, 7th November.

O.C.'s who are unable to be present are requested to send their Names and Addresses to—

T. C. GRAY,

(Membr. BESS & Co.)

Acting Honorary Secretary.

Hongkong, 30th October, 1901.

H. E. CARMICHAEL

CONSULTING ENGINEER.

SURVEYOR AND CONTRACTOR.

QUEEN'S BUILDINGS.

TELEGRAMS, "CARMICHAEL," HONGKONG.

A B C Code, 4th Edition.

A 1 Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 21st June, 1901.

BONZOLINE BILLIARD

BALLS.

THE MOST PERFECT

and

ONLY RELIABLE SUBSTITUTE

FOR IVORY BALLS.

BONZOLINE BILLIARD BALLS 2 1/2"

PRICE Rs. 36 per set.

C. LAZARUS & CO.

BILLIARD TABLE MANUFACTURERS,

60 & 61, Bentinck Street,

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Dealers in

JEWELRY, PEARLS, DI

INTIMATION.

ESTABLISHED A.D. 1841

A. S. WATSON & CO.
LIMITED.

WINE AND SPIRIT MERCHANTS.

SCOTCH
WHISKY.WATSON'S
VERY OLD LIQUEUR
SCOTCH WHISKY.

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BLEND.

Pronounced by Connoisseurs to be the
BEST BRAND in the FAR EAST.

Per Dozen \$15 00

The following Blends are also recom-
mended, and are unsurpassed in quality:—

- A.—THORNE'S BLEND..... \$10.80
B.—GLENORCHY, MELLOW
BLEND, a fine 'SODA'
WHISKY of great age 10.80
C.—ABERLOUR-GLENLIVET 12.00
D.—H.K.D. BLEND of the Finest
Old Malt Scotch Whiskies 14.40

A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.

The Daily Press.

HONGKONG OFFICE: 14, DES VIGUE ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 5th November, 1901.

It is little to be wondered at that, as our correspondent informs us, people at Tientsin are recalling the fires previous to the recent outbreak in North China. The simultaneous burning down of British barracks both at Tientsin and at Sinho, a little above the Taku Forts on the Peiho, the destruction of large commercial premises, and a number of smaller conflagrations at Tientsin cannot but suggest the work of incendiaries. The coincidence would otherwise be miraculous. Fortunately the miscreants, whoever they were, seem to have selected their day badly, for the absence of wind saved half the town from destruction. However the practically successful carrying out of their diabolical scheme on so large a scale argues a wide-spread organisation, and can but cause dismay in the hearts of all residents in China that the costly operations of last year have failed so signally to produce the desired effect on the more turbulent elements in the North. Rumours of a forthcoming fresh outbreak have been current for some weeks now, up to the alleged sending of a confidential despatch to Washington announcing the likelihood of a recurrence of Boxerism. The warnings, however, have been of a very vague nature—far more vague than the early prophecies of last year's troubles—and we do not know of any official notice being taken of them. The fires of the last instant took place in a comparatively limited area, and it may be found, as will earnestly be hoped, that they were the work of a local gang. They are still very serious occurrences, and involving as they did the loss of the lives of two British soldiers and 1,500,000 taels in Tientsin alone, call for very vigorous punishment. It seems evident that the proximity of Tientsin native city, a refuge of the worst characters, to the foreign Settlements is a perpetual menace to the safety of the latter. It is difficult to imagine whence otherwise the murderous incendiaries were able in security to commence the operations which have cost the foreigners so much. A thorough cleansing of the native city is urgently called for, if the whole course of recent European policy in China is not to be stultified. Tientsin should be put in such a state that it can no

longer be an Alsatia menacing the lives of foreign residents and peaceful natives. The Powers have still at Tientsin enough troops to see that this is done at once. The Chinese Government cannot refuse to co-operate. If the perpetrators of the latest outrage are not speedily caught and made to undergo the just penalty for their monstrous crime, that Government will be suspected with good reason of another display of treachery such as will make China's best friends despair altogether of her future.

One effect of the threatened new troubles in North China will no doubt be a further delay in the settlement of the Manchurian question, which has already dragged on until the patience of all concerned has been seriously tried. In Manchuria itself, however, in spite of the presence of the large Russian forces, disturbances have never ceased, whereas in Chihli there has been a greater appearance of order. As will be seen from the report of the *Times* correspondent at St. Petersburg, quoted in another column, there is no denial on the part of Russia that negotiations with respect to Manchuria have been proceeding. Such a denial would indeed have been singularly vain and would have given an unusually plain proof of duplicity at St. Petersburg. As the news of the Russian avowal follows on the announcement of the Dowager Empress's denunciation of the Convention, the situation is certainly no clearer than before. Meanwhile another Japanese report reaches us, giving, in another form than hitherto published, the text of the new treaty and stating that Russia was at first in favour of creating a buffer state in Manchuria between Russian and Chinese territory. Who was to govern the buffer state it is not said, but fairly shrewd guesses could be made as to the position Russia would have held in it.

The attitude of Germany, as explained in our London correspondent's telegram, is what might be expected. Germany is anxious to have the best possible relations with Russia; she has no interests in Manchuria, but she wishes to see North China in a state of peace which will leave her to develop her commerce in her own "sphere" there. Provided therefore she can assist Russia without offending Great Britain and Japan, she is quite ready to see Manchuria absorbed into the dominions of the Tsar. Moreover, as is pointed out, Count von Bulow sees an excellent chance of playing the grateful rôle of "honest broker." It will be remembered that Marquis Iro during his late visit to New York expressed exactly the same wish on behalf of his own country for the advancement of the peace of the Far East. It is perhaps unnecessary to state that Japan, unhampered by European complications, seems far better cut out to play the part, from the British point of view. She is at least not striving to profit by the dismemberment of China, while Germany has already taken a long step toward that end and is apparently willing that Russia should take another. What will actually be the next move in the Manchurian question, it is impossible to foresee. Great Britain and the United States might have much to say, but their Governments do not seem inclined to say it, while the merchants, whose trade is threatened with extinction, are impotent.

Mr. Kemp, Acting Police Magistrate, has returned to the Colony from sick-leave. We trust that he is completely restored to health.

The visitors to the City Hall Library and Museum last week included 373 non-Chinese and 152 Chinese to the former institution, 97 non-Chinese and 1,766 Chinese to the latter.

We received yesterday evening from the U.S. Consulate-General the following typhoon warning, issued from Manila Observatory at 3.45 p.m. on that day:—Depression S. of Manila moving westward crossing Acapulco between parallels seven and eight.

Sir Ernest Satow, British Minister at Peking, is expected to arrive here to-day on H.M.S. *Blenheim*. It is hoped that His Excellency will stop long enough to add to the list of Hongkong's visitors during the Interport Cricket Week, but we believe that this is still undecided.

In the case of Tung Tai v. B. J. Barlow which was heard in summary jurisdiction of the Supreme Court before His Honour T. Sorombe Smith, Acting Puisne Judge, on Thursday last, and in which the plaintiffs, a firm of engineers, claimed from the defendant, a consulting engineer, the sum of \$960 for work done and materials supplied, his Lordship has given judgment for plaintiffs with costs. Mr. Grist appeared for the plaintiffs, and Mr. Brutton for the defendant.

To-day is the first day of the Shanghai Autumn Race Meeting, which this year will have the distinction of being attended by a member of the Chinese Imperial family, in the person of Prince Chun. Ten races are on the list for the first day:—The Subscription Plate (Walers), the Criterion and Maiden Stakes, the Malao Plate, the Club Cup, the Lottery Stakes, the Autumn Cup, the Whangpoo Stakes, the British Military Cup (Walers), and the Fah-Wah Cup. Where not specified the race is for China ponies.

The new British river-gunboats *Teal* and *Moorten* arrived yesterday morning, in sections, by the s.s. *Oro*. They are both 13-knot boats.

As was predicted in our issue of yesterday, Stoker George Smith, H.M.S. *Whiting*, has issued a challenge to box Sam Bentley for \$1,000 or upwards.

Some of the Japanese troops in North China were returning home at the end of last month, as their term of service expired then. The vacancies will not be filled, as the Japanese Government is desirous of reducing the number of troops in North China.

The United States Government has ordered from the Uruga Dock Co., Japan, six gunboats for the Philippines. An employee of the company proceeded to Manila last month to sign the contract. The price of the gunboats ranges from 150,000 yen to 200,000 yen each.

During the past week a single case of plague was reported, which ended fatally, the victim being a Chinese found in No. 10 Health District. The only other cases of communicable disease were two of enteric, both imported, the sufferers being Europeans, one from the s.s. *Hing Sang* and other from the s.s. *Cheng Cheu*.

It is stated in a Japanese vernacular journal that the Emperor of Corea recently issued an order to Mr. McLeary Brown, the Chief Commissioner of Customs, requesting him to appropriate 200,000 yen yearly for five years out of the Customs revenue for the purpose of erecting lighthouses on the Korean coast, and also to appropriate 1,610,000 for the construction of water-works in Seoul.

H. E. Hsu Ying-kuei, Viceroy of Fokien and Chekiang, has decided to impose a *lekka* tax on all opium sold in Fokien. The tax is divided into three grades, namely, 84 will be collected from each of those shops which can dispose of 30 ounces, and \$1 from those which can get rid of less than 30 ounces. The tax has already been put in force in Foochow city and is to be extended to Amoy soon. In the latter city there is an influential member of the local gentry, who has offered to farm the business for \$3,400 per year, and the offer has been accepted by the Viceroy.

On the 9th ult. Rear-Admiral Schley, U.S.N., was due to retire from the active list of the Navy by age limit, and it appears that this took place while the Court of Enquiry was still in session. His retirement will promote two Captains to be Rear-Admirals. Captain Frank Wildes, who was in command of the *Boston* during the battle of Manila bay, at the time headed the list of Captains. He was promoted for war service, and under the law, his advancement must not retard the regular course of promotions. Therefore, Captain Henry Glass also will enter the list of Rear-Admirals of the U.S. Navy.

The following is from a Kobe paper:—A quarrel between two boys attracted the attention of a policeman at Minamitori, 3-chome, Osaka, on the afternoon of the 23rd ult., and on the policeman asking what was the matter the boys replied that they could not agree regarding the distribution of money amounting to 150 yen and a quantity of goods which they had stolen. It is reported that they made this confession with the greatest nonchalance, adding that they had no objection to a mere matter of imprisonment. They attended school, but never studied, and remarked further with great indifference that they had decided to do evil deeds throughout their lives. The boys were arrested and sent to the Chihio Salsancho for trial.

The fifty million yen which it was proposed to raise by the sale of the Government bonds in America, the *Kobe Chronicle* says, was intended to be chiefly used for the redemption of domestic Government bonds and for the carrying out of the projected public works, the surplus, if any, being devoted to the fund for new works next year and the repayment of loans. Now that the scheme has been abandoned, the Government has two alternatives—either to find a new source of revenue or to postpone some of the projected works. According to a vernacular paper, Mr. Sone, the Minister for Finance, takes a very optimistic view, and no particular change will therefore be made in the financial scheme. He intends to continue all the works now in progress, only making some alterations in the order of their being carried out. In case the funds in hand are found inadequate, the Minister for Finance intends to draw the amount from the indemnity money or postpone the repayment of the loans from the Bank of Japan.

A Seattle (Wash.) despatch of the 4th October says:—Prospects are very bright for the early opening of the coast districts of Siberia to American gold-miners. Already the Russian Government has this matter under consideration and a Government representative has recently returned from a trip to the coast for the purpose of investigating the conditions there and reporting on the advisability of the proposed action. This representative, D. V. Evancoff, a noted Russian engineer and geologist, arrived from the north on the steamship *Queen* and is at present in Seattle, whence he will go at the first opportunity to Vladivostok to confer with Governor-General Grodekoff of the Amur district and convey to him the information he has gathered on the trip. From Nome, Evancoff crossed to the Siberian coast, where he spent some three weeks among the natives and in prospecting the country. He reports that he is positive from the investigations made by him in Siberia that there is gold there in plenty and that it would soon be discovered if the country were but thrown open to American miners. He states that the mine-working season there will be considerably longer than that at Nome, on account of the more favourable weather conditions.

We notice in the *Bangoo Gazette* a column of advice headed "How to be Beautiful though in Burma." An opportunity seems offered for a similar article on "How to be Handsome though in Hongkong."

The British transports *Rajah* and *Uganda* arrived yesterday from Taku. H.M. surveying-ship *Waterwitch* left for a cruise, the German gunboat *Itla* for Canton, the British transport *Pentahota* for Calcutta, and the Italian transport *Yarco Yinghetti* for Kientschen.

Home papers say that it is understood that the Americans are steadily pursuing their intention of obtaining controlling interests in various British steamship undertakings. The Bibby Line is said to be amongst the concerns that have been approached with a view to purchase. The result of the negotiations has not been made known.

After leaving Shanghai, Prince Chun is expected to proceed to Kaifeng via Chinkiang and the Grand Canal. His boat will be towed by a steam-launch on the Grand Canal to Suzhou. From there he proceeds via Sinehau and Kweitch to Kaifeng, where he will meet the Court. It is expected that the journey from Shanghai will take about twelve to fifteen days.

The Saigon correspondent of the *Courrier d'Indochine* speaks of the Company which is to lay the Yunnan Railway as a *bellegombinaison*, owing to the fact that only three Frenchmen appear in the list. The heads of the Company are two Greeks of the name of Vital, and there are an Englishman and a German as well. Governor-General Doumer is said to be "furious" about it.

President Baldwin, of the Long Island Railroad, has made application to and filed plans with the Rapid Transit Commission in behalf of the Long Island Extension Company for a tunnel from a point in New York in the vicinity of Broadway and Forty-fifth Streets under Seventh Avenue to Thirty-third Street, thence to East River and under it to Long Island City. The plans represent an outlay of \$5,000,000 and call for a double track tunnel its entire length for the carrying of both freight and passengers.

A despatch dated Ottawa (Ont.), October 3, says:—The swiftest boat ever seen in Ottawa, and believed to be the swiftest for its size in the world, was tested to-day on the Rideau canal. It is thirty feet long, built on the lines of a war-vessel, and ran at a speed of twenty miles an hour for some distance. The craft was built for V. L. Emerson of this city, who designed the engine for the boat. It is intended to fill the place of an auxiliary torpedo-boat, such as are in use in the United States and England, and in place of being run by steam power is manipulated by gasoline. The motor generates fifty horse-power. This motor is situated amidships, with the gasoline tank under the bow. It gives 2,000 revolutions per minute and will develop a speed of twenty-six miles an hour.

The Japanese Government has amended the regulations with regard to Emigration Companies. Hitherto these companies have been required to put up 10,000 yen by way of security, but it is now enacted that any company, hereafter formed must put up a minimum of 30,000 yen. As for companies already in existence, their ten thousand yen will be regarded as sufficient for an emigration of one thousand persons, but if they despatch a greater number of emigrants, they will have to put up 10 yen for each, until a sum of thirty thousand yen is reached. The *Japan Mail* says:—This new legislation is obviously dictated by the fact that many abuses have occurred in connection with emigration companies and that in several cases their means have not proved sufficient to meet emergencies resulting from their own losses. To exact a larger amount of security seems to be the most practical method of dealing with the situation. Nevertheless some Japanese journals express dissent from the arrangement, and are evidently disposed to regard it as a device on the part of the old companies to protect themselves against competition. That involves the hypothesis that the Government is acting in collusion with the old companies, a conception that must to most persons appear rather extravagant, though our vernacular contemporaries seem to find no difficulty in entertaining it.

The passengers by the excursion steam-launch *Wing Fok* to Macao, which left Hongkong about 7.45 on Sunday morning, had a very thrilling passage. The sea was extremely rough, and the launch rolled to an alarming degree. When going through the Capasman Pass, one of the passengers, who was sitting in a chair in the centre of the launch, was pitched from his seat overboard. The engines were immediately reversed, but nearly two minutes elapsed before the launch could get back into a position to enable the passengers to render assistance to the man, who was struggling to keep afloat, his ornaments being greatly hampered by his clothing. Life-buoys were thrown to him, one of which he managed to grasp. A passenger also dived himself of his clothing, and gallantly made an attempt to help the drowning man, who by this time was completely exhausted. At last, however, by the aid of ropes and bamboo poles, the man was safely brought on board the launch, and the usual means of restoration were administered. He eventually recovered, but naturally felt much the worse for his long immersion in the water. The launch proceeded on her way to Macao, where she arrived without further incident, having taken over five hours to the trip. Seventeen passengers made the trip out to Macao, but only three returned by the launch, which left Macao at 5 p.m. on Sunday, the remainder preferring to return by the *Honan* yesterday.

M. de Lanesan, French Minister of Marine, had presided at the launching of the cruiser *Gambetta* a few days ago. He assured his hearers that, after the completion of the vessels now in construction in French yards, the costs of France will enjoy the same security, as her land frontiers. The ships built in France cost more than those of other Powers, but they are incontestably better, and the value of each as a unit increases their effectiveness in numbers.

A special to the *New York Sun* from Washington, dated 3rd October, said:—Samuel Gomper, President of the American Federation of Labour, and R. M. Basley, Secretary of the National Civic Federation, called on President Roosevelt to-day to discuss labour matters with him and to ask him to give some prominence to the subject in his annual message to Congress. One of these matters is the re-enactment of the Chinese exclusion law. They told the President that this was a question of vital interest to the labouring men of the country and hoped the President would recommend the re-enactment of the law. They also asked the President to say something in his message favourable to the eight-hour labour law. Roosevelt told his visitors he should be glad to take these matters under consideration and asked them to express their views to him freely.

Lord Marcus Beresford, one of the stewards of the Jockey Club who sentenced Lester Reiff, is very outspoken, says a London telegram of the 3rd October. He said (apparently to a Press representative): "It is not customary for the Jockey Club to discuss the details of evidence, but in order that our American friends may not feel that Reiff has been harshly or unjustly treated, I may say that his riding of *De Lucy* was as palpable and barefaced an instance of not trying to win as ever I saw in all my experience. With all respect for Mr. Huggin's opinion, we were not dealing with Reiff on what he did at the turn into the straight, but on what he did at the finish. Regard for Mr. Whitney would prevent the stewards of the Jockey Club arriving at any decision not supported by the strongest evidence. Lester Reiff got a salary of \$5,000 a year, yet he certainly did not try to win that little race for Mr. Whitney."

Professor Haeckel's latest publication contains some curious information about the "human monkey" of Java. An interesting specimen was watched by Professor Haeckel in his own house in Java. The species is found only in Java. The natives call it *Oa*, on account of the characteristic sound it utters. When standing it is scarcely taller than a child of 6 months. The head is comparatively smaller and the waist is slender. The legs are short, and the arms much longer. The face is more human than that of the orang outang. Professor Haeckel says: "Distrust of the *Oa* toward all white Europeans is very noticeable. On the other hand, he was on terms of intimate friendship with Malays in our household, especially with the small children. He never crawled on all fours when tired of running, but stretched on the grass beneath the tropical sun with one arm under his head. When I held tasty food just out of his reach he grieved like a naughty child, making a 'huite, huite' sound altogether different from the 'Oa, oa,' with which he expressed other emotions. The voice of these human monkeys has not many different sounds, but they are modulated and altered in tone and strength, with a number of repetitions. The animals also use many gestures and grimaces, which are so expressive in manner that a careful observer can detect different wishes and various emotions."

The *Figaro* of Paris, continuing its articles on M. Felix Faure's table-talk, gives in its last instalment the following remarks about the Anglo-French difficulty in Newfoundland. "In Newfoundland," said M. Faure, "the English are the plaintiffs. They want us to renounce legal rights recognised by an old treaty of Louis XIV. I have my own ideas on this subject. They are the ideas that I had as Minister of Marine and representative of a maritime district. I would say to the English: 'You want to abrogate the treaty of Utrecht. Very well; but what we are going to do to you has a money value. We must indemnify our fishermen, who are to be thus expropriated. The sum will have to be fixed; an average revenue must be capitalised. Now the Treaty of Utrecht is abrogated. It no longer exists. The clause forbidding us to fortify St. Pierre and Miquelon accordingly falls to the ground. We shall then begin then any works that we like and establish, if we choose, a safe coaling station in seas where we are utterly without anything of the sort.' That is my idea—one which would benefit Newfoundland, England, and ourselves, and not burden any one. I should much prefer it to the vague proposals I have heard of compensations in Africa or Asia. We are secure everywhere save in North America. Here is our opportunity to fortify ourselves, there. I should seize it. A treaty defined English sovereignty over Newfoundland and French sovereignty over St. Pierre and Miquelon. Let us tear up the treaty and each become master *châs-soi*."

FOOTBALL.

The following team will represent the Club in the Rugby match to-day at Happy Valley:—The Army Temperance Association. The kick-off is at 4.30 sharp, and the referee Capt. Waymouth.

Back:—Gray; three-quarters:—A. N. Other, Smythe, Beattie, Seth; half-backs:—Howkins and Jordan; forwards:—Johnson, Halfitt, Bishop, Clark, Wolfe, Sandford, von der Pforden, and McKinnis (capt).

The Association football match at Happy Valley yesterday afternoon between the Officers of H.M.S. *Argonaut* and the Hongkong Football Club "A" team, resulted in a win for the left *Macao* at 5 p.m. on Sunday, the remainder preferring to return by the *Honan* yesterday.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

London, 3rd November, 2.55 p.m.

GERMANY AND THE MANCHURIAN QUESTION.

The *Times* correspondent at St. Petersburg says that the Manchurian negotiations are not denied. It is understood that Germany wishes Russia to remain, but there is more reason for the evacuation. The bad feeling which would be created between Russia, on the one hand, and Great Britain and Japan, on the other, by Russia remaining in possession, provides Count von Bulow with an excuse for playing the "honest broker."

LI HUNG-CHANG'S ILLNESS.

Li Hung-chang's illness is attributed to the Empress Dowager's intention of denouncing the Manchurian Convention in consequence of the opposition of the Yangtze Viceroy.

London, 4th November, 9.25 a.m.

ALLEGED ATTEMPT AGAINST EMPRESS DOWAGER.

It is alleged that an attempt has been made on the life of the Empress Dowager at Homanfu. The story is discredited.

NEW CHINESE MINISTER TO LONDON.

Chang Te-yi, it is reported, has been appointed Minister to London. Wu Ting-fung has been recalled from Washington.

THE WAR IN SOUTH AFRICA.

London, 4th November, 9.25 a.m.

THE ATTACK ON COL. BENSON.

Colonel Wool Sampson commanded after Colonel Benson's death until he was relieved. Four more British officers are dead. Both led the Boer attack, which was 1,000 men strong. The Boer casualties were between 300 and 400.

GENERAL NEWS.

London, 3rd November, 2.55 p.m.

FRANCE AND TURKEY.

The French squadron is expected to reach its destination on Tuesday.

London, 4th November, 9.25 a.m.

THE FRANCO-TURKISH DIFFICULTY.

The Sultan is reported to have yielded in matter of the Loro claim. France is unsatisfied, and is pressing her other claims.

REUPPER'S SERVICE.

London, 2nd November.

THE ATTACK UPON COL. BENSON'S COLUMN.

In the Boer attack upon Colonel Benson's column, the British lost twelve officers killed and fourteen wounded.

HONGKONG RIFLE ASSOCIATION.

THE INTERPORT MATCH.

Mr. A. Mackenzie, the Hon. Sec. of the Rifle Association, informed us yesterday afternoon that a wire had been received from Shanghai stating Shanghai's score in the Interport Match to be 841. As we have already stated, Singapore on Saturday put together 874.

The following team has been chosen to fire for Hongkong in the Match to-morrow, the 6th inst., commencing at 2.30 p.m.:

D. Baldwin, Sgt. Cross, R.M.L.I., G. P. Lammert, J. Marshall, D. McLennan, Mr. McDermott, R.N., J. H. Pigeon, Col. Sgt. Wake, R.M.L.I., Q.-M. S. Wallace, R.E., and A. Watson.

LATEST STEAMER MOVEMENTS.

The N.P. steamer *Wyfield* sailed from Tacoma for Hongkong via Vladivostok and Port Arthur on the 1st inst.

The steamer *Ophelia*, from New York and Straits, left Manila on the 3rd inst., and is expected to arrive here to-morrow.

The steamer *Africa*, from Europe and Straits, left Singapore on the 3rd inst., and is expected to arrive here on the 9th inst.

The O.S.S. steamer *Gladius* left Singapore yesterday morning, and is due in Hongkong on the 9th inst.

CANTON.

[FROM A CORRESPONDENT.]

Canton, 2nd November.

THE M.A. DINNER.

The Luk Meng Yin, the banquet to the new M.A.'s, was held on Monday, and as the whole scheme of examination is to be changed, this ancient and curious ceremony will never be repeated. The scene was the Governor's Yamen. The M.A.'s, in court dress and with flowers of silver paper in their hats, were grouped under a bamboo awning in front of the main entrance. On each side were two long lines of little tables, each with a chair beside it and sixteen little dishes of food and fruit set out on it. The expense of this is borne by the Imperial Government, which makes a grant of 10 taels for every successful scholar, though this year rumours say only one tael has been allowed. "The hundred scholars" pressed as close to these tables as a handful of police would let them, but there was no attempt at pilfering or disturbance. About half past ten the tables and their contents were removed for consumption at home, and while this was being done the examiners arrived and were received by the Governor in person. The Governor, the examiner for the B.A. degree, and the examiners for the M.A. degree then knelt at a little altar on the right of the hall, and then with the Treasurer and another official took their seats at six small tables at the top of the hall and drank tea, while all the newly made M.A.'s knelt to them. The latter then formed into two lines and knelt to each other. Half a dozen players then appeared and first sang a song in praise of the kai gun, the first M.A., and then rendered the regulation ode: "Beautiful is the voice of the deer," from which the banquet takes its name. There was a great but good-humoured crowd, and though foreigners were present they seemed rather pleased than otherwise at it.

THE HONOURABLE LIST.

The first of the M.A.'s this year is the son of a man Lo Kuo, who is said to be the richest Chinaman in Macao. He rose from very small beginnings and made his money as a owner of gaming-houses. He also has a lot to do with the Macao lottery and the Wai Sing lottery in this city. The gossip of the streets avers that he made previous arrangements to ensure his son's success, and fixes the amount at \$16,000. The 163rd name on the list is that of a boy of 13, a Chinese bannerman named Kan. This lad's father was also a candidate, and is credited with having done all his son's papers for him. If so, just Nemesis has overtaken him, for while he managed to get his son through he himself failed to pass.

FRENCH ACTIVITY IN CANTON.

The French school at their yamen in the middle of the city, which was opened on the 13th September, has already 75 pupils, which is as many as they have room for. The staff consists of three teachers and a chaplain, and they say that had they more room they could get with ease 200 pupils. The students are chiefly of business families, though there are some whose fathers are officials, and vary in age from sixteen to forty. They are very eager to learn, and their system appears to produce better results than the Tang Ann Koon. Each student pays \$2 per month, and a very fine school-house has been built by the French Government.

Since the opening of a French post office in Shansien, which has apparently been successful, further developments have been made, and letter boxes have now been set up in several streets in both the city and the suburb. The Chinese appear to be using them, and it is said that stamps can be procured at the French Yamen.

OTHER NEWS.

The inhabitants of the Fang Neng Sei, a street in the east of the city, attended a few days ago at the wedding of a Buddhist priest. The hero is a young priest of 20, very handsome according to Chinese ideas, and a well known rake. He has now openly married a wife with considerable ceremony, and as every Buddhist priest takes vows of celibacy and chastity, he has thereby rendered himself liable to expulsion as soon as his abbot hears of it.

As the magistrate of the Pun Yu district was passing through the city the other day, his chair was forcibly arrested by an angry woman. She complained that his soldiers had jostled her so roughly that her hairpins were broken, and would not let him proceed until compensation was made. Had the lady been Chinese she would immediately have been arrested, but being Manchu the magistrate did not dare to interfere with the jurisdiction of the Tartar General. The Chinese are now quoting this incident as an example of the extraordinary arrogance and boldness of the banner people.

It is interesting to read that several scientific expeditions are proceeding to the high Alps for the purpose of investigating that mysterious malady, mountain sickness. Of all the many ills that flesh is heir to there is probably none that the experts know less about. It is not even known whether the distressing symptoms of the complaint are due to the scarcity of oxygen or to the diminution of atmospheric pressure. All that is quite certain at present is that, while the more acute symptoms disappear with acclimatisation, there always remains a certain lassitude and incapacity for hard work, causing all but the most sanguine to despair of ever ascending Mount Everest or any other mountain of approximately equal altitude. Moreover, even at moderate altitudes, such minor discomforts as headaches and insomnia are far more prevalent than in the plains; and delicate persons—more particularly women—often have to beat a retreat before them. No cure or palliative for the malady is at present known, though it has been suggested that the inhalation of oxygen might be useful. If the present expeditions discover any remedy in the course of their sojourn in the mountain huts, medical science will have made a distinct step forward.

PIRACY IN BRITISH WATERS.

The examination of the crew of the pirated launch *Yat Fat* by Mr. F. J. Bodeley, Acting Captain Superintendent of Police, has elicited still further details regarding this affair. As has already been stated in the *Daily Press*, the piracy was committed on the night of the 29th ult. at Tai O. The native engineer of the launch gives a very circumstantial account of what took place. He states that shortly after six o'clock on the night in question—the passengers, the master and his two sons, and the coxswain having gone on shore—two boats came alongside, one with three men in her and the other with eight or nine. These men boarded the launch and asked to see the captain, and also asked who was the captain and who the engineer. No one replied. Two of the pirates then seized the narrator, pointed a revolver at him, and ordered him to steam off. They also seized a fireman and drove the rest of the crew into the hold. The anchor was weighed and they steamed away.

After steaming for about two hours, the coal ran short and they procured one or two tons from a junk. The engineer does not know where this coal was taken on board. One of the robbers steered, so that he did not know the course taken. When two hours more steaming had been done, the pirates ordered him to go faster; he told them that the coal was too bad. At the end of another hour four boats came alongside with 20 or 30 men, who all came on board. The voyage was afterwards resumed, and continued until half-past three o'clock next morning, at which time the launch ran aground. About four o'clock they went off in their boats, six in all. Four of these had been towed so far, the other two having been taken on board at Tai O. The crew came on shore at that time, and the launch floated and they steamed for Taiping, having engaged two pilots at San-ki. Half an hour later they were met by a boat with a lot of men in it who ordered them to steam slowly—a long, narrow boat it was, one of the robbers' boats. The crew turned the launch round and steamed back for San-ki, and the pirates fired about ten rifle-shots after them. One bullet hit the funnel. From San-ki steam was made to Si-chi-yeung, near Wang-pu, where they met a Chinese cruiser and were escorted by her to Taiping.

The engineer thence went to Fu-mun and reported to Admiral Ho. He could not recognise the pirates if he saw them, he says. They spoke Punli dialect. They took only some trifling articles from the launch and did not rob any other boat. The noise of the engines prevented him hearing any conversation among the pirates. There were two watchmen on board. Neither they nor anyone else offered resistance when the pirates came on board at Tai O. There were nine persons on the launch at the time. He was afraid to cry for help. Their anchorage was near the new Police Station, the water being very shallow there, and two fishing junks were anchored near. Such is the gist of the engineer's story. The other members of the crew give a similar account of the seizure of the launch. Vigorous efforts are being taken by the police to lay the pirates by the heels.

POLICE COURT.

Saturday, 2nd November.

BEFORE MR. F. A. HAZELAND, POLICE MAGISTRATE.

ASSAULT IN A BOARDING HOUSE.

An European boarder at Pelham House, Wyndham Street, was charged with assaulting the Chinese porter there and also with forcibly snatching his watch away.

The defendant ignored the numerous taken out against him by the complainant, and was waited on by a constable with a warrant for his arrest.

The complainant stated in evidence that on the 30th ult. the defendant came in drunk about two o'clock in the morning, and demanded some liquor. The complainant could not get it for him, and said so. The defendant thereupon assaulted him striking him on the head and chest; the defendant also snatched the complainant's watch, and threw it on the ground.

His Worship (to defendant)—Any questions?

Defendant—Yes. He said I tried to steal his watch.

His Worship—No, he said you snatched it and threw it away. What about the assault?

Defendant—He assaulted me first; he tore my sleeping suit off me.

His Worship—Why?

Defendant—He wanted hush-money, and I wouldn't give it to him; that's why.

His Worship—Yes. Ten dollars or three weeks' labour?

The witness was paid.

Monday, 4th November.

A POPULAR GRIEVANCE.

A case in which a Chinese servant boy was charged with disorderly conduct revealed a state of affairs that is becoming too common in the Colony, and showed incidentally how circumspect an European employer must be in his treatment of such servants.

The complainant, chemist in the Taike Sugar Refinery, said the defendant served him in the dual capacity of ricksha-coolie and cook. On Saturday night, about a quarter to seven, he went into the kitchen and saw the defendant and another coolie eating his (complainant's) "chow." The defendant appeared surprised, and tried to cover his confusion by handing the complainant a letter which he pulled out of his pocket. The complainant asked him how long he had had the letter, and on learning that the defendant had carried it in his pocket for several hours, he flicked him across the face with the envelope.

His Worship—You had no business to do that. You should not have taken the law into your own hands.

The complainant, continuing, said he ordered the defendant out of the kitchen, and the latter, whose coolie friend had meanwhile sneaked off, picked up a chopper and threatened the complainant with it.

His Worship—Yes, but you had no business to strike him. You broke the law in doing so. It puts you out of Court, that's the trouble.

Defendant—The complainant kicked me and slapped me twice on the face.

Complainant—I had a witness, your Worship, who saw him take a chopper.

His Worship—That has nothing to do with it. Tell the defendant that he is discharged.

FAILING TO DELIVER MAIL BAGS.

Captain Schultz, of the s.s. *Loong Moon*, was charged on the complaint of Mr. E. C. Lewis, Assistant Postmaster-General, with having on 15th October failed to deliver to the Post Office, immediately on his arrival in this port, certain letter-bags of correspondence carried on board the steamer.

Defendant—I did not know the mail was on board, and knew nothing about it till we got to Shanghai, when the chief officer told me that the mail had not been discharged here.

His Worship—You mean that the fault lay with the chief officer?

Defendant—Yes, because he signed for the mails.

Mr. Lewis—I have satisfied myself that the captain, although legally responsible, had no knowledge of the mail being on board, and has been led into this trouble by his chief officer. I don't press for a heavy penalty.

His Worship—I do not see my way to inflict a smaller penalty than \$10.

WINDFALL FOR COOLIES.

Early on Sunday morning a Chinese merchant who had newly arrived in the Colony paid a visit to the Western Market, and whilst there he missed from his pocket a roll of notes amounting to \$100. In the meantime a Chinese detective who happened to be in the Market saw two young coolies struggling together, and went to separate them, and found that each was holding on like grim death to a bundle of notes, which were nearly torn in two. The detective immediately arrested both, and led them by the queues to the Central, where the owner of the notes arrived some time later to report his loss. He identified the notes as his property, and charged the two prisoners with larceny. Only \$55 out of the \$100 were recovered.

On the case coming into Court the defendants pleaded guilty to the possession of the money, but his Worship did not consider this sufficient to warrant a conviction for larceny, especially as the complainant now admitted his inability to identify the notes as those that had been stolen from him. The defendants were therefore discharged.

His Worship—With reference to the money, that had better be kept and you are satisfied the complainant is the owner.

Inspector McNab took charge of the notes.

NORTHERN NOTES.

The following items are from the P. & T. Times of the 23rd ult.:

Prince Ching and Na Tung are both proceeding to Honan to meet the Court.

The State Lottery in Peking has been stopped, but the reasons are not stated.

Li Hung-chang is stated to intend making the Court at Pootungfu. Ching-tung being too far.

One hundred and twenty-four snatches have arrived in Peking from Hsian. First batch!

On the 18th inst. the Plenipotentiaries handed the Indemnity Bonds to the Doyen of the Diplomatic Body.

Tenders are now open for the destruction of the Taku Forts, which is the next item on the foreign-demolition bill.

The metropolitan examinations are to be held in Honan. This is, of course, the direct evasion of the provisions of the Treaty.

One of the provisions in Pootungfu is being prepared for Li Hung-chang, who will take up his residence there after the Court's return.

The new Bureau of Government Affairs, which is in reality the old Tsungli Yamen under another name, is having offices built in Kai-fong.

It is stated that the ground on which the Black Port stands will be included in the Cathedral property and used as a Roman Catholic cemetery.

The Treasurer of Chihli contemplates publishing a work on Boxerdom, so that the people may understand the idle fallacy of Boxer doctrines and avoid the evil.

The Russians, having control of all the telegraphs in Manchuria, do not permit any code messages, and all Chinese telegrams have to be translated into English.

We are glad to see the Club has shaken hands with itself, and looks quite smart in its new coat of paint, and a bravo show of greenery in front; many improvements have been made in the interior.

Foreign cloths have been ordered to take the place of silk bunting around the entrance gates of Peking in honour of the Court's return, and some Chinese think that under such circumstances it would be better to do without any decorations at all.

The telegraphic instructions to reduce the number of yamens and officials in Peking, which was received by the Grand Council in the month of last month, turns out to have been a bogus message, and not sent by Imperial orders at all, the Court having no such intention.

The commandant of the Imperial Palace Guard, some 5,000 men, has notified his men that they will be drilled daily in the use of firearms, and that the number of their arms and the ammunition are to be kept intact. In other words a rifle is to be produced where a rifle ought to be. No priggling.

The native papers lay great stress on the frequency of the daring robberies of cash-shops, as the beginning of the year has been a bad one for the Chinese eyes, such things are only possible when a very rotten Government is in power, and they urge the P.G. to take very strong measures to check these crimes or it will lose face with the people.

The repairs of the Palace are now almost completed, but the Summer Palace is not ready yet, as the Court considered there was no need for haste there. The Prince recently visited the Summer Palace, however, and was so shocked at the ruins that they dare not let it be seen by the Empress and are subscribing funds towards its immediate repair.

The Imperial authorities are endeavouring to repurchase articles taken from the Palace on the capture of Peking and sold by foreigners in the Capital. A coolie dealer has lately produced the screen which stood behind the Throne, and stated he had given it to the Prince.

Li Hung-chang has therefore reimbursed him that amount. This seems to be a favourable chance for owners of loot from the Palace to do a deal.

Two fresh cases of armed robbery are reported near the West Gate of the City. It appears to us that the Police Department requires to be rather more on the alert, as during the winter these cases will become more and more frequent.

Provisional Government are so well managed that all the departments will be well managed.

All the departments will be well managed, that it will be very regrettable if any stir is cast on the occupation through the laxity of one. It is stated by Chinese that the Chinese police are in the pay of these rascals, and this is a difficulty which can only be circumvented by extra diligence of the foreign superintendents, of whom there are several.

THE COURT'S RETURN.

A telegram was received in Shanghai on the 30th ult., dated Honanfu (Loyang), the same day, which ran—"Their Majesties still remain in this city and this morning a special audience to K'un Chi (Manchu) was given. The Ho-Shen-Ju Intendency of Honan province. News received from Peking, says the N.C. Daily News of the 31st ult., reports the receipt in this city by the Chinese Plenipotentiaries of a special order from the Empress Dowager, through the Grand Council, giving instructions that when (if ever) the Court returns to Peking from Kai-fong, all Princes and nobles, Manchus and Chinese officials, civil and military, high and low, staying in the capital at the time shall proceed to the 'Pao Chiao' or Celestial Bridge, inside the Yangling-gate of Peking, there to await the arrival of Their Majesties in humble prostration by the roadside as a mark of respectful welcome to their returning Sovereigns. The special decrees also broadly hints that the celebrations in honour of the 67th birthday anniversary of the Empress Dowager are to be held at Kai-fong, in which case the Plenipotentiaries in this case it will be only Prince Li Hung-chang and his colleague Prince Ching who will certainly be with the Court at that time—are to take the lead in performing the congratulatory obsequies before the tablets on the seven days—three days before, and three days after, the anniversary itself, and the November next—as prescribed last year by the Board of Rites, after the same manner as was performed on her Majesty's birthday last November, whilst the Court was absent from Peking." It will be observed from the above that the Boon-tients at Court still continue their childish efforts at trying to hoodwink not only the Foreign Ministers at Peking but also the people of the Empire into believing that the Court is in full march for Peking, which is written out plainly enough at the beginning of each Imperial decree issued for the past month by them; but towards the end of each document just as people ignorant of the "ways that are dark and tricks that are vain" begin to think that the Court is actually going to keep its promise of an early *bona fide* return to the capital there is sure to be found a casual remark or two beginning with a large "if" which destroys the value of the whole document.

THE LATEST REPORT ABOUT MANCHURIA.

The *Mainichi* publishes a Tokyo telegram of the 24th ult., to the following effect:

It is reported that the negotiations between Russia and China about Manchuria were only to decide matters connected with the retirement of the Russian troops and the transfer of the railway. Nothing was stipulated about the command and organisation of Chinese troops in the province. Russia favoured the idea of declaring a certain district on the frontier to be a buffer state, in order to avoid the danger of collisions between the Russian and Chinese troops.

It is also reported that the pro-Russian and Chinese Minister appealed north of Kirin to Russia, so as to secure Russian protection in the event of trouble arising in the next 50 years. A despatch to a certain quarter in Yokohama gives the text of the new Treaty:

1. The right of unrestricted travel in Manchuria to be granted to Russians.

2. The construction of railways in districts where such railways are necessary to be given to Russia.

3. A special regulation to be issued with regard to the Russian evacuation of Manchuria.

4. Russia to be consulted about military affairs in connection with the defence of Manchuria.

5. Russia to be given the privilege of mining and felling trees in Manchuria.

6. China to give a guarantee that the New-Chang railway shall not be ceded to any country.

7. China to recognise the ownership of the buildings and property taken possession of by Russia after the recent disturbance.

8. Measures for the protection of the railway to be arranged between Russia and China until such time as peace has been completely restored in Manchuria.

9. China to grant Russia the use of land required for the carrying out of clauses 2 and 4.

THE GERMAN ARMY IN CHINA.

Mr. Alexander Michie, writing on "China Revisited" in the October number of *Blackwood's Magazine*, says:

Out of action the habits of the German soldier recall rather too much the bourgeoisie of the middle ages. Roaming about in small squads, armed but uncontrolled, they are a terror indeed—but not always to the evil-doers. When a beginning is made to the evil-doers, they might be soon calmed, while the peaceable inhabitants complained grievously of the German soldiers. In the relations with the people of the country a disposition to dispense with preliminaries has been remarked upon, a readiness to come straight to the point—even when it happened to be the point of the bayonet. The want of a medium of communication no doubt to some extent explains this heavy-handedness of argument, and this beginning in a voice that makes the earth shake cries "Halt" what can a terrified Chinaman do but drop his bundle and run, and what alternative is there left to the unhappy sentry but to shoot? If an English lighter manned by Chinese bump accidentally against a German bridge, nothing short of a fusillade seems sufficient to meet so dire an emergency.

It would not be difficult for a special pleader to discover excuses for the impermissibly suppressed irritation of the German troops. The expedition was organised with inflated expectations, and officers and men who volunteered for the service have been mortified beyond expression by the inglorious part they have been called upon to play. Like the gambler who kicked the unoffending boy who was "always trying his shoe," the German soldiers have been much in want of some one on whom to visit their own disappointment. Possibly in their imagination the interior they imagined themselves, in the beginning, to be engaged in the grand scheme of fighting Attila as von Moltke has been doing under this Quixotic inspiration while German troops were permeating the country in search of an enemy will undoubtedly keep their name alive in North China for some time to come. That item in the programme will not fail.

"Dear, dear," said a kind-hearted matron on meeting a friend whom she had not seen for a long time, "and you're not yet married, Jane, with all your good looks, too?" "No, I'm not married yet," replied Jane with a laugh, "but how comes it that you are single?" "Well," said Jane with a twinkle of her eyes, "I expect it's because I was born so."

THE ATTACK ON PRESIDENT MCKINLEY'S TOMB.

A Canton (Ohio) telegram of the 29th September says:—A strange story comes from Westlawn Cemetery to-night, where a company of regulars from Fort Wayne, Mich., is guarding the vault in which the body of the late President McKinley lies. It is to the effect that the guard on duty on top of the vault fired a shot at one man who refused to heed his challenge; that the gun was turned aside by another man who appeared from another direction, and that an effort was made to stab the guard.

Military regulations prevent either the officers or the men of the post from being quoted on any matter connected with their service, and for this reason Captain Biddle, who is in command, was obliged to decline to be quoted at the camp to-night. He will make a full report to his superiors at once.

Reliable authorities made the following statement: Private Leprend was on guard duty on top of the vault at a point commanding the entrance below. Shortly before 7:30 o'clock he saw what he took to be the face of a man peering from behind a tree about forty feet from his post. He watched it for some minutes, he says, and at 7:45 o'clock saw the man hurry to a tree ten feet nearer. He ordered the man to halt, but this was not heeded and the fellow approached nearer. Deprend levelled his gun and aimed to shoot for effect, but just at that instant another man, who came toward him from the opposite side, caught the gun, threw it up, and the bullet went into the air. This same man struck Deprend on the right side of the abdomen with a knife or other sharp weapon, cutting an L-shaped gash in his vestcoat, an inch and a half long each way, and a smaller one in his blouse. The flesh was not broken, but was bruised under the cuts in the clothing.

Deprend, in the struggle, fell and rolled down the side of the vault. Lieutenant Ashbridge, officer of the day, was in front of the vault and rushed to the top on hearing the shot, but the man made good their escape. All the members of the company on hearing the shot hurried to the vault, and besides searching the cemetery, the guard was increased.

Lieutenant Ashbridge was on duty less than a hundred feet away in front of the vault, and is said to have reached the top within a few seconds after he heard the shot, but when he arrived the guard was at the foot of the slope on which the vault is built, where he rolled after the assault, and the supposed provokers were making their escape with a good load. Others of the company were attracted by the report of the rifle, but reached the scene too late to be of any assistance except to participate in the pursuit and the search made of the cemetery.

While there seems to be no doubt that at least two provokers attempted to reach the vault, there is much difference of opinion as to the object of the intruders, who evidently made good their escape, as the cemetery has been searched over in vain.

Deprend is a recruit, enlisted in New York about four months ago. He is said to be an excellent soldier and to have a fine record with his officers. He says the man who attacked him was not masked, but that the first one he saw was a white package in his right hand and something that glittered in his left.

Since the incident stories have been told in camp of some incendiary conversations overheard in the crowds that have visited the cemetery including one to-day alleging that some stranger said: "Lots of people would like to see this whole thing blown up." There are seventy soldiers at the cemetery, twenty of whom are constantly on guard duty about the vault and camp.

Eight prisoners broke out of the County Gaol here to-night by sawing the bars of a window opening upon a court between the gaol and Courthouse. They had five minutes' start when discovered. Bloodhounds were immediately put on the trail. It was supposed at first that this gaolbreak might have had some connection with the affair at the McKinley tomb, but there is nothing to prove that this is the case.

THE NEW NATAL.

The statement that Natal is asking for an extension of her borders, made by the Natal Prime Minister in the course of an election speech, naturally leads to the question of what areas are to be incorporated in the new Natal.

At present Natal is a diamond-shaped territory comprising 35,019 square miles, the northern apex of which is at Volksrust, 304 miles north-west of Durban. The following forecast of territories to be absorbed will probably, says the *Pall Mall Gazette*, "not be far out":—

(1) The Dutch New Republic, comprising 4,000 square miles of the choicest land in Zululand and originally forming part of that province.

(2) The Vrede and Harrismith districts of Orange River Colony, lying directly to the west of Natal, and at present separated by the natural frontier of the Drakensberg. This district transacts most of its business with Natal, and many Durban merchants have branch establishments in the towns of Harrismith and Vrede, the former being connected by rail with the Natal system. The annexation of this area would give Natal both to the north and to the west a more solid frontier, and "low" veld, and thus avoid the former system adopted by farmers in the respective territories of crossing the border with their herds for grazing purposes. The acquisition of the Harrismith and Vrede districts is also desirable on strategic grounds.

(3) The Ermelo, Wakkerstroom, Piet Retief, and part of the Standerton districts, which would give Natal the whole of the area now bounded on the west by her present border; on the east by the Indian Ocean; and on the north by the Feniola River, which forms an admirable natural frontier line. Swaziland might well be created a Protectorate, administered on the lines followed in the case of Basutoland, with a limited number of *bona fide* European settlers.

The Ermelo and Utrecht districts, like those of Vrede and Harrismith, have extensive trade connections with Natal, and the addition of all the above-mentioned areas would tend to weaken Dutch influence in the Transvaal and Orange River Colonies, and at the same time would not endanger the preponderance of British colonists now existing in the Garden Colony. Natal, as has been said, has "too big a soul for body," and these territorial increases would enable her to occupy a more dignified position in the Federation which is not very far ahead, besides being a material recompense for and recognition of the sacrifices she has made on behalf of the Empire.

Sir Robert Giffen tells us that European wealth has increased during the century from 170 to 500 millions; the Russians from 40 to 135 millions; the United States from 5 to 80 millions; Germany from 20 to 55 millions; the British Empire from 15 to 55. The Yellow races are almost stationary.

SPLIT.

OR

QUARTER-BOTTLES

Per Case of 160 Bottles \$7.50

TANSAN

IN PINTS

Per Case of 48 Bottles \$6.00

TANSAN

THE MOST POPULAR WATER IN THE EAST.

WITH WINES, SPIRITS, MILK, AND AS A TABLE WATER IT IS UNSURPASSED.

H. PRICE & CO.

12, QUEEN'S ROAD.

Hongkong, 30th October, 1901. [16c]

THE

ROBINSON

PIANO CO., LTD.

"WASHBURN"

MANDOLINES.

GUITARS.

BANJOS

AT

COST PRICE

TO CLEAR PRESENT STOCK.

Hongkong, 1st October, 1901. [2053]

THE WANCHAI STORING COMPANY

ARE now prepared to receive Goods for Storage in their Godowns, situated on PRAYA EAST (late McGregor Barracks). Loading and Shipping of Cargoes is facilitated by means of the spacious strong Pier lately constructed in front of these Godowns.

Terms Moderate. Apply for further particulars to GODOWNMAN ON PREMISES, or to SHEWAN, TOMES & CO., Agents.

Hongkong, 10th August, 1901. [2033]

R. J. REMEDIOS.

FOREIGN AND COLONIAL STAMP DEALER.

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 5th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, 1st November, 1901. [2787]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "KNIGHT COMPANION."

FROM PORTLAND (OR) YOKOHAMA, KOBE & MOI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ALLAN CAMERON, General Agent.

Hongkong, 2nd November, 1901. [2902]

NOTICE TO CONSIGNEES.

FROM MIDDLESBORO, LONDON AND STRAITS.

THE Steamship

"MERIONETHSHIRE," Captain Birch, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th November, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th November, at 2.30 P.M. No Fire Insurance has been effected.

Rules of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, 31st October, 1901. [2781]

QUAN WAH & CO.,

ITALIAN MARBLE AND GRANITE

DESIGNS & PRICES ON APPLICATION

At No. 1, Queen's Road East, Hongkong

Hongkong, 17th October, 1899. [2646]

THE

CHINA AND JAPAN

TELEPHONE AND ELECTRIC

COMPANY, LIMITED.

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OPEN DAY AND NIGHT.

SUBSCRIPTIONS.—

EXCHANGE LINES.

PRIVATE LINES.

\$80 Per Annum.

\$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines, as more than average length.

ELECTRIC SUPPLIES OF EVERY

DESCRIPTION IN STOCK.

Including—

BATTERIES.

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ELECTRIC BELLS.

INSULATORS.

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SWITCHES.

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ELECTRIC BELL INSTALLATIONS

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ORDER.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

For full particulars, &c., &c.,

Apply to

W. STUART HARRISON, Manager.

Note Address:—No. 2, Ice House Road, Hongkong, 18th January, 1898. [2559]

NOTICE.

MRS. STOCKHAUSEN begs to inform

the Ladies of Hongkong and the Coast

Ports that she has disposed of her business to Messrs. POWELL, LTD., and while thanking the Ladies for their patronage during the past five years, trusts that they will kindly transfer their orders to Messrs. POWELL LTD., who have a First-class London Dressmaker arriving shortly, and may rely upon having all the latest styles from London and Paris.

Accounts payable to—Miss SINNOTT, 28, Queen's Road Central, Hongkong, 30th October, 1901. [2758]

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A CHEE & CO., Established 1859. Every Household Requisite. Depot for Eastman's Kodak Films and Accessories, 17a, Queen's Road Central.

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CODE WORD: "DOCK," NAGASAKI. A.I., A.D.C., Scott's and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI). Extreme Length... 523 feet. Length on Blocks... 513 "

Width of Entrance on Top... 87 " Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 26 1/2 "

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CARBOLINUM-AVENARIUS USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.

Sole Agents for China, LUTGENS, EINSTAMANN & CO., Hongkong, 31st August, 1897.

NOTICE FROM SHANGHAI.

PRIME ROAST BEEF, GAME, BRAWNS, PORK and GAME PIES, &c., can be obtained from the undersigned during the cold weather.

Orders will meet with prompt and careful attention.

HOPKINS BUTCHERY, Corner of NINGPO and SICHUEN ROADS, SHANGHAI. [2727]

Shanghai, 21st October, 1901.

ANECDOTES OF THE LATE AMEER.

AMEER.

Anecdotes of the Ameer and court life at Kabul are numerous. Several Europeans have lived there. Dr. Gray was the Ameer's Surgeon from 1889 to 1891. Doctor Lillias Hamilton attended him in 1894. Mrs. Clemence, whose husband was in charge of the Ameer's stud, and Mrs. Walter, went to Kabul in 1894, and Sir Salter Pyno's work in the capital is well known. From these and other sources many stories have come regarding the Ameer's personal character, and most of the narrators spoke highly of his pleasant manner and strong common sense.

HIS MEETING WITH LORD DUFFERIN. In 1895 when he met Lord and Lady Dufferin he brought with him his Chief Executioner, a gentleman in red velvet, girt with a sword and a dagger. But Lady Dufferin wrote: "I must tell you one nice, gentle, little trait in the Ameer's character. He spent three hours yesterday morning arranging out flowers in forty vases, and he expressed a wish to have large supplies sent him daily."

When at the State Dinner Lord Dufferin proposed his health, the Ameer surprised everyone by getting up, and making an excellent speech. At the great Durbar two days later the Ameer made a short speech in Persian. An amusing incident is recorded by Lady Dufferin. Among the presents for the Ameer was a mechanical singing bird, which somehow or other began a performance just as the Ameer was speaking. But the interruption in no way affected Abdur Rahman's oratory, and his remarks were received with great enthusiasm.

A REPLY TO THE RUSSIANS. The Ameer told Sir Salter Pyno with considerable pleasure of a reply he once made to the Russians.

The Russian Governor of Turkestan or some other officer sent him a message saying that it was his intention to exercise a force of some five hundred men, cavalry and infantry, at a point near the Afghan frontier, and expressing a hope that the Ameer would not misinterpret this proceeding, which had a purely pacific intent as a hostile demonstration. There was nothing, he said, to be the least alarmed at.

To this Abdur Rahman replied that he did not mind at all, especially as he himself proposed to exercise a force of five thousand troops of all arms exactly opposite the very spot.

THE LATE QUEEN VICTORIA. Dr. Gray says that the Ameer beheld an Indian rupee with respectful interest, and asked, "How old was Queen Victoria when this portrait was taken?" "Every feature," he added, "is incorrect—eyes, nose, and mouth; and even the crown on her head is not the crown she wears."

A paragraph appeared in a Calcutta paper to the effect that Mr. Gray had said the Ameer could not live more than five years. Of course Mr. Gray had said nothing of the kind. "His Highness told me not to allow my mind to be distressed; the paragraph was rubbish."

THE MOOLAH AND THE OPERATION. Dr. Gray was often asked by a young Moolah, or priest, to perform an operation on him, but refused as it might have fatal results.

As the man bothered him about it, he said impatiently, "Tell him to go and get an order from his Highness."

"This he did; so Dr. Gray wrote and explained the case. The Ameer's reply was as follows:—"

"Your letter in which you say—and so on—has been received by me. The reasons therein set forth as to the danger of the cutting need not be an obstacle in the way of its performance. If the man recovers, it is good, and if he die, what does it matter? He himself is willing to undergo the risk."

HIS THOUGHTFUL KINDNESS. "On one occasion," says Dr. Gray, "when the Ameer was busily engaged in transacting important business, a youngster, about ten years old, dressed in tunic, trousers, and turban, came into the room. As he entered the silence of the room, he piped out in his young penetrating voice, 'Salam Asteicon' ('God be with you')."

The Ameer, who was engaged in reading a letter, answered mechanically, "Walsicon" ("and with you").

Then he looked up to see who it was. When he saw the small page boy, he said something in Persian, in which I recognised the word "Klunuk" (cold). The boy disappeared and presently came back with a postin on.

I was rather struck that his Highness, in the midst of the great amount of State business he transacts, should notice and give orders about such a small thing as the possibility of a little page boy taking cold.

"GIVE HIM THE RUPEES." During his journey from Kabul to join the Ameer in Turkestan, Dr. Gray passed a narrow but wild rocky ravine, with a river foaming and roaring down it. "The road," he says, "ran along a few yards above the water. There was a natural bridge of rock, over which the road ran, and just beyond a waterfall of some depth, where, at the bottom of the fall, the water rushed under an arch of rock and was lost to sight."

It reappeared, I was told, in a valley about two miles off, and they said his Highness the Ameer one day, when travelling by, offered a price of a hundred rupees to the man who would plunge in and explore the underground river. A deer had been put in and had reappeared alive in the valley. A soldier undertook the adventure at once, and was preparing for his perilous journey, when the Ameer forbade it. His Highness said: "If he is drowned I lose a man of courage, and if he succeeds what gain is there? Give him the rupees."

A HARDWORKING RULE. In the book published by Mr. Murray, Abdur Rahman gave a long and detailed account of his efforts to improve his country, and described

his reforms in the Army, the Treasury, the Courts of Justice and other departments. He dwelt upon his eagerness for progress and also upon the amount of work he performed. His custom was to go to rest at five or six in the morning and get up about two o'clock in the afternoon. On rising he was visited by his doctors and hakims and his tailor, and then he breakfasted. He then dealt with letters, despatches and the business of the State, and granted interviews to people with cases or appeals to bring before him. With issuing instructions and consulting with officials he was occupied till five or six the following morning "just keeping a few minutes for my meals."

"A NEW-FASHIONED GUN." During Abdur Rahman's visit to Rawal Pindi in 1895 one of the photographers placed his camera in position to take a photograph of the ruler of Afghanistan. One of the highest Afghan Court officials thereupon rushed up to it and placed both his hands over the lens.

"Why do you do that?" asked the Ameer. "Oh, your Royal Highness," was the reply. "This is one of the new-fashioned guns that this man is aiming at you."

The Ameer laughed and said "Oh, Rish Sufed (grey-beard), whose heart is dark with ignorance, leave the man alone to take my photograph."

The Ameer adds, in his book, that though he tried hard to explain the camera to his official, he had to give it up at last.



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WALTONIAN CREAM WHITE & BLACK JANIE MOSCOVITE TAN—3 SHADES.

PARISIAN DRESS BOOT POLISH.

Order from Stores or Wholesale to—

JOHN WALTON (PARIS), MANUFACTURER.

176, SHAFTESBURY AVENUE, LONDON. [2752]

JOHN BROWNHILL, DECEASED.

MARY BROWNHILL, DECEASED.

NOTICE IS HEREBY GIVEN that all Persons, Firms, or Companies having any Claim or Claims against the Estates or Effects of either of the above named deceased persons must send in the particulars of their respective Claims on or before the 8th day of NOVEMBER next to the Administrator and Executor JAMES ROBERT MUIR, whose address is at the Office of C. EWING, Solicitor, 36, Queen's Road Central, Hongkong; after which said date the said Administrator and Executor will proceed to wind up and distribute both Estates.

Dated this 8th day of October, 1901. [2563]

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COAL MERCHANTS, have always on hand

LARGE STOCKS OF EVERY DESCRIPTION OF COAL.

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COLD STORAGE.

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W.M. PARLANE, Manager. [65]

Hongkong, 17th February, 1899.

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IMPERIAL QUARTO ENGLISH AND CHINESE DICTIONARY.

WITH THE PUNY AND MANDARIN PRONUNCIATION.

For comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given in *extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Panti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work the following facts are submitted for consideration.—Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words and upwards of 400,000 Chinese characters and elementary words as yet unpublished, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete that a reference to its pages enables a person who understands English to communicate effectively with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few parties resident in England and interested in China it cannot but be invaluable occasionally. It comprises upwards of two thousand large quarto pages.

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A Merry Christmas and a Happy New Year

Plenty chance, large gain;

Dollar come all same rain

Wishing you Happiness and Longevity

Success Crowns your Undertakings

My chin chin in Hongkong

Make you happy and strong

Everything as you wish

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[2713]

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The Lancet, October 3rd, 1885, says: "It is comfortable, adapts itself readily to the movement of the body, and is very effective."

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ELECTRICAL APPLIANCES.

DEALERS IN ELECTRICAL ACCESSORIES OF ALL DESCRIPTIONS.

ALL OUR BRANCHES HAVE THE PERSONAL SUPERVISION OF THE MANAGERS OF OUR DIFFERENT DEPARTMENTS.

ELECTRIC LIGHT. ELECTRIC BELLS. ELECTRIC HEATING.

NESBIT & CO., WOODFORD GREEN, ESSEX. [2751]

TRY NAVY CUT ATC A GENTLEMAN'S SMOKE

Supplied in Three Grades. Mild Medium & Strong.

PACKED IN AIR TIGHT VACUUM TINS

MANUFACTURED BY THE AMERICAN TOBACCO CO. U.S.A.



SINGING, PIANO, MANDO-

LINE, BANJO, &c.

SIGNOR CATTANEO

has RESUMED TUITION.

TERMS: ... \$10 per Month. (Two LESSONS PER WEEK.)

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked A, nearest Hongkong, B, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf, C, together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Black Pier.
3. From Black Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL.	COROMANDEL	Brit. str.	2 m.	F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On 9th inst. at Noon.
LONDON	NESTOR	Brit. str.	2 m.	G. W. Babot, R.N.R.	BUTTERFIELD & SWIRE	On 12th inst. at Noon.
LONDON VIA MARSEILLES	SOCOTRA	Brit. str.	2 m.	G. W. Babot, R.N.R.	BUTTERFIELD & SWIRE	On 18th inst. at Noon.
LONDON	MACHAON	Brit. str.	2 m.	G. W. Babot, R.N.R.	BUTTERFIELD & SWIRE	On 28th inst.
LONDON	ACHILLES	Brit. str.	2 m.	G. W. Babot, R.N.R.	BUTTERFIELD & SWIRE	On 10th December.
LIVERPOOL DIRECT	DARDANUS	Brit. str.	2 m.	G. W. Babot, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst.
LIVERPOOL DIRECT	IONIA	Brit. str.	2 m.	G. W. Babot, R.N.R.	BUTTERFIELD & SWIRE	On 15th December.
MARSEILLES & LONDON, &c., VIA SINGAPORE, &c.	KAMAKURA MARU	Jap. str.	2 m.	H. Petersen	NIPPON YUSEN KAISHA	On 15th inst. at Daylight.
BREMEN, VIA PORTS OF CALL.	KLAUSCHOU	Ger. str.	2 m.	Lunesschloss	MELCHERS & CO.	On 13th inst. at Noon.
HAVRE, BREMEN & HAMBURG	SERVOIA	Ger. str.	2 m.	Foock	HAMBURG-AMERIKA LINIE	On 14th inst.
HAVRE & HAMBURG	MARIBURG	Ger. str.	2 m.	Zacharias	HAMBURG-AMERIKA LINIE	On 30th inst.
HAVRE & HAMBURG	SUEVIA	Ger. str.	2 m.	Borch	HAMBURG-AMERIKA LINIE	On 14th December.
HAVRE & HAMBURG	SERBIA	Ger. str.	2 m.	Borch	HAMBURG-AMERIKA LINIE	On 28th December.
HAVRE & HAMBURG	NUERNBERG	Ger. str.	2 m.	Ammon	HAMBURG-AMERIKA LINIE	On 6th January.
HAVRE & HAMBURG	STRASBURG	Ger. str.	2 m.	Madsen	HAMBURG-AMERIKA LINIE	On 13th January.
HAVRE & HAMBURG	SAMBIA	Ger. str.	2 m.	Schmidt	HAMBURG-AMERIKA LINIE	On 28th January.
TRIESTE VIA SINGAPORE, &c.	MARQUIS HACQUEHEM	Aus. str.	2 m.	Bilafier	SANDER, WIELER & CO.	On 19th inst. at P.M.
NEW YORK VIA PORTS & SUEZ CANAL	RICHMOND CASTLE	Brit. str.	2 m.	Dodwell & Co., Limited	DODWELL & CO., LIMITED	On 15th inst.
NEW YORK VIA PORTS & SUEZ CANAL	CLAVENDALE	Ger. str.	2 m.	Carlowitz & Co.	CARLOWITZ & CO.	On 8th inst.
NEW YORK VIA SUEZ CANAL	ADANA	Brit. str.	1 m.	Shevan, Tomes & Co.	SHEWAN, TOMES & CO.	To-morrow.
VANCOUVER VIA SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	E. Beetham, R.N.R.	CANADIAN PACIFIC R. CO.	On 20th inst. at Noon.
VANCOUVER VIA SHANGHAI, &c.	EMPERESS OF INDIA	Brit. str.	2 m.	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	On 20th inst. at Noon.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	CLAVERING	Brit. str.	2 m.	J. Barker	DODWELL & CO., LIMITED	On 18th inst. at 4 P.M.
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &c.	TOSA MARU	Jap. str.	2 m.	S. J. G. Parsons	DODWELL & CO., LIMITED	On 18th inst. at 4 P.M.
VICTORIA, B.C., SEATTLE & TACOMA	OOPACK	Brit. str.	2 m.	J. Barker	DODWELL & CO., LIMITED	On 18th inst. at 4 P.M.
PORTLAND (OR.) VIA SHANGHAI, &c.	KNIGHT COMPANION	Brit. str.	2 m.	J. Barker	DODWELL & CO., LIMITED	On 18th inst. at 4 P.M.
SAN DIEGO, &c., VIA MOJI, &c.	CHANGSHA	Brit. str.	2 m.	Vaquier	MESSAGERIES MARITIMES	On or about 14th inst.
AUSTRALIAN PORTS.	GUTHRIE	Brit. str.	2 m.	McArthur	GIBB, LIVINGSTON & CO.	On 10th inst.
AUSTRALIAN PORTS.	KARUBA MARU	Jap. str.	2 m.	H. Fraser	NIPPON YUSEN KAISHA	On 21st inst. at Noon.
AUSTRALIAN PORTS.	LENNOX	Brit. str.	2 m.	Williamson, R.N.R.	DODWELL & CO., LIMITED	On or about 7th inst.
KOBE & YOKOHAMA	WAKABA MARU	Jap. str.	2 m.	J. B. Macmillan	NIPPON YUSEN KAISHA	On 8th inst. at Daylight.
KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	2 m.	E. W. Haswell	NIPPON YUSEN KAISHA	On 10th inst.
NAGASAKI, KOBE & YOKOHAMA	KANAGAWA MARU	Jap. str.	2 m.	J. Mackenzie	NIPPON YUSEN KAISHA	On 23rd inst. at Daylight.
NAGASAKI, KOBE & YOKOHAMA	ROSETTA MARU	Jap. str.	2 m.	N. Tate	NIPPON YUSEN KAISHA	On 23rd inst. at Noon.
TIEN TSI	DAI NIPPON	Brit. str.	2 m.	Vaquier	MESSAGERIES MARITIMES	To-morrow.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	WHAMPOA	Brit. str.	2 m.	G. T. Blackland	BUTTERFIELD & SWIRE	On or about 5th inst.
SHANGHAI	PERKIN	Brit. str.	2 m.	F. J. Fox	P. & O. S. N. Co.	On 8th inst.
SHANGHAI	BALLAARAT	Brit. str.	2 m.	R. A. Peters	P. & O. S. N. Co.	On or about 6th inst.
SHANGHAI	JAVA	Brit. str.	2 m.	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 9th inst.
POHOE DIRECT	ANPING MARU	Jap. str.	1 m.	S. Asami	MITSUBI BUSSAN KAISHA	On or about 7th Dec.
ANPING, VIA SWATOW & AMOY	MAIDZURU MARU	Jap. str.	1 m.	K. Suzuki	MITSUBI BUSSAN KAISHA	To-morrow, at Noon.
TAMUI VIA SWATOW & AMOY	DAI NIPPON	Jap. str.	1 m.	T. Ogata	MITSUBI BUSSAN KAISHA	On 13th inst.
ILOILO & CEBU	KAIFONG	Brit. str.	2 m.	G. T. Blackland	BUTTERFIELD & SWIRE	On 10th inst.
MANILA VIA AMOY	PERLA	Brit. str.	2 m.	G. T. Blackland	BUTTERFIELD & SWIRE	On 7th inst.
MANILA	SUNGLANG	Brit. str.	2 m.	Kroble	GIBB, LIVINGSTON & CO.	On 10th inst.
SINGAPORE & PENANG	BENARANG	Brit. str.	2 m.	Payne	JARDINE, MATHESON & CO.	On 7th inst.
SINGAPORE, PENANG & CALCUTTA	LAISAN	Brit. str.	2 m.	G. W. Cockman, R.N.R.	P. & O. S. N. Co.	On 9th inst. at Noon.
SINGAPORE & BOMBAY	MAGAZON	Brit. str.	2 m.	G. W. Cockman, R.N.R.	P. & O. S. N. Co.	On or about 13th inst.
BOMBAY VIA SINGAPORE & COLOMBO	HIOHIMA MARU	Jap. str.	2 m.	T. Mura	NIPPON YUSEN KAISHA	On 8th inst. at Noon.
BOMBAY VIA SINGAPORE & PENANG	BISANU	Ital. str.	2 m.	Brusca	CARLOWITZ & CO.	On 13th inst. at Noon.

SHIPPING.

ARRIVALS.
Nov. 3, RADNORSHIRE, British steamer, 1,880, Blindon, Hongkong 31st Oct. Coal—SHEWAN, TOMES & CO.
Nov. 3, SHANTUNG, British str., 1,835, Quail, Java 20th October, Sugar—BUTTERFIELD & SWIRE.
Nov. 4, ANPING MARU, Japanese str., 1,108, Atsomi, Swatow 31st October, General—MITSUBI BUSSAN KAISHA.
Nov. 4, KONGWAI, German str., 1,115, A. von Biegen, Bangkok 25th Oct. and Swatow 2nd Nov., Rice and Takwood—MELCHERS & CO.
Nov. 4, KWANGLEE, British str., 1,467, R. Lincoln, Shanghai 1st November, General—CHINESE.
Nov. 4, KWANGPING, German steamer, 1,242, Blackie, Chiocho 31st October, General—CHINESE.
Nov. 4, MUEK, British str., 2,229, E. Halliday, Singapore 28th Oct., Bulk Oil—ALHOLD, KAHBERG & CO.
Nov. 4, ORO, British steamer, 2,732, Coleman, London 22nd September, Government Stores—DODWELL & CO., LD.
Nov. 4, OMBEGA, British barge, 960, Denmore, Manila 18th Oct., Ballast—ORDER.
Nov. 4, RAJAH, British trspt., 5,601, Leftwich, Taku 28th October.
Nov. 4, SAXONIA, German str., 3,316, F. Jaeger, Tientsin and Kaituma 31st October, General—HAMBURG-AMERIKA LINIE.
Nov. 4, UGANDA, British transport, 3,450, John Black, Taku 28th October—GOVERNMENT.
Nov. 4, WHAMPOA, British str., 1,163, Lavers, Shanghai 30th Oct. and Swatow 3rd Nov., General—BUTTERFIELD & SWIRE.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
4th November.
Brickburn, British str., for Saigon.
Charterhouse, British str., for Amoy.
Fushun, British str., for Shanghai.
Kwangping, German str., for Canton.
Loongang, German str., for Shanghai.
Loongang, British str., for Manila.
Mike Maru, Japanese str., for Moji.
Obi, British str., for Nagasaki.
Saxonia, German str., for Calcutta.
Taiwan, British str., for Canton.
Wingang, British str., for Shanghai.

DEPARTURES.

3rd November.
PENTAKOTA, British trspt., for Calcutta.
YARCO YINGHIT, Ital. trspt., for Kiamtschou.
4th November.
Loongang, German barge, for Canton.
Loongang, German str., for Shanghai.
Loongang, British str., for Manila.
Mike Maru, Japanese str., for Moji.
Salazie, French str., for Europe.
Saxonia, German str., for Calcutta.
Taiwan, British str., for Canton.
Waterwitch, British surveying-ship, for a cruise.

VESSELS IN DOCK.

4th November.
Kowloon Docks—Canton River, Blano, H.M.S. Argonaut, H. J. Abrecht, Kwangping, Taccua, Hans Menzel, Loook, Heungshan, Namchow.
CHAMPOLITAN DOCK—

SHIPPING REPORTS.

The British steamer Whampoa, from Shanghai 30th ult., and Swatow 3rd inst., had fresh N.E. gale, high sea and cloudy weather.
The British steamer Muek, from Singapore 28th ult., had fine weather and smooth sea up to lat. 13 N., long. 112 E.; encountered strong N.E. and N.W. gale till arrival in port.
The British steamer Kiangsu, from Shanghai 30th ult., had strong N.W. winds and thick dirty weather to Hieshans; thence to port strong monsoon, moderate gale and high sea through Formosa Channel.

NOT RESPONSIBLE FOR DELAYS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DELAY contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—
 STATE OF MAINE, American ship, Colcord—Standard Oil Co.
 W. H. CONWAY, American ship, Colcord—Standard Oil Co.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship
 "ERNEST SIMONS."
 Captain Vaquier, will be despatched for the above ports on or about TUESDAY, the 5th November.
 For Freight or Passage, apply to
 P. DE CHAMPOLIN,
 Acting Agent.
 Hongkong, 31st October, 1901.

"BEN" LINE OF STEAMERS.

FOR SINGAPORE AND PENANG.

THE Steamship
 "BENLARIQ."
 Captain Kroble, will be despatched as above on THURSDAY, the 7th inst.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 1st November, 1901.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship
 "PERLA."
 Captain G. T. Blackland, will be despatched as above on THURSDAY, the 7th inst., at 5 P.M.
 The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.
 A Doctor is carried.
 For Freight or Passage, apply to
 SHEWAN, TOMES & CO.,
 General Managers.
 Hongkong, 2nd November, 1901.

FOR YOKOHAMA AND KOBE.

THE Steamship

"LENNOX."
 Captain Williamson, R.N.R., will be despatched as above on or about THURSDAY, the 7th inst.
 For Freight or Passage, apply to
 DODWELL & CO., LTD.,
 Agents.
 Hongkong, 2nd November, 1901.

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
 "ADANA."
 will be despatched for the above port on FRIDAY, the 8th November, 1901.
 To be followed by the Steamship
 "ASAMA."
 on or about 15th December, 1901.
 And by the Steamship
 "ACARA."
 on or about 31st December, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.
 "RICHMOND CASTLE" On 15th November.
 "KURDISTAN" On 30th November.
 "LENNOX" On 15th December.
 "ORONSAY" On 31st December.
 "AFEDDI" On 15th January.
 "HILLGOLEN" On 31st January.
 "LOWELL CASTLE" On 15th February.

For Freight and further information, apply to

DODWELL & CO., LTD.,
 Agents.
 Hongkong, 4th November, 1901.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)
 "TARTAR," 4,425 Tons, Comdr. E. Beetham, R.N.R., WEDNESDAY, 6th Nov., 1901.
 "EMPERESS OF INDIA," Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 20th Nov., 1901.
 "ATHENIAN," 3,882 Tons, Capt. H. Mowatt, WEDNESDAY, 4th Dec., 1901.
 "EMPERESS OF JAPAN," Comdr. H. Pybus, R.N.R., WEDNESDAY, 18th Dec., 1901.
 "EMPERESS OF CHINA," Comdr. R. Archibald, R.N.R., WEDNESDAY, 15th Jan., 1902.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Stevedores. The "TARTAR" takes First Class and Stevedores Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
 D. E. BROWN, General Agent,
 Pedder's Street.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SEGOTIA	HAVRE, BREMEN & HAMBURG (Calling at Singapore and Penang)	On 13th Nov. Freight.
MARBURG	HAVRE & HAMBURG (Calling at Singapore and Colombo)	On 30th Nov. Freight.
SUEVIA	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 14th Dec. Freight.
SERBIA	HAVRE & HAMBURG (Calling at Singapore and Colombo)	On 28th Dec. Freight.
NUERNBERG	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 6th Jan. Freight.
STRASBURG	HAVRE & HAMBURG (Calling at Singapore and Colombo)	On 13th Jan. Freight.
SAMBIA	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 28th Jan. Freight.

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE,
 QUEEN'S BUILDINGS, No. 1.
 Hongkong, 4th November, 1901.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI { PEKIN } About 6th November } Freight only.
 LONDON, &c. { COROMANDEL } Noon, 9th November } See Special Advertisement.

SHANGHAI { BALLAARAT } About 9th November } Freight or Passage.
 * SINGAPORE and BOMBAY { MAZAGON } About 13th November } Freight only.

LONDON VIA MAR. { SOCOTRA } Noon, 16th November } Freight only.
 SEILLES { JAWA } About 7th December } Freight or Passage.

SHANGHAI { G. W. Cockman, R.N.R. } December } (Freight or Passage; (Calling at Penang and Colombo if sufficient inducement offers).

PASSENGER SEASON 1902.
 For MARSEILLES, PLYMOUTH, and LONDON DIRECT, { ORIENTAL } 5,284 Tons, 29th March.
 WITHOUT TRANSHIPMENT { MALTA } 6,064 Tons, 12th April.

For Further Particulars, apply to
 H. A. RITCHIE,
 Superintendent.

Hongkong, 26th October, 1901.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
CLAVERING	3,328	J. Barker	November 14th
BRAMMAR	3,601	W. Watt	November 25th
WYFIELD	3,235	G. Cartner	December 10th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First-class Table. Doctor and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 248.
 The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains; day and night; TACOMA to NEW YORK in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 235.
 The best route to the Klamath Gold Fields. Frequent sailings from Victoria and Tacoma to Delta and St. Michaels.

Rates of Passage to other Ports on application.
 A Special Rate allowed to members of Government Service.
 For further information as to Passage or Freight, apply to
 DODWELL & CO., LIMITED,
 General Agents.

Hongkong, 2nd October, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTH AMERICAN TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	13th November.
BAVERN	WEDNESDAY	27th November.
STUTTGART	WEDNESDAY	11th December.
KONIG ALBERT	WEDNESDAY	25th December.
PRINZESS LIEBE	WEDNESDAY	8

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ACHILLES"	On 6th November.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 9th November.
GLASGOW and LIVERPOOL	"IXION"	On 21st November.
OUTWARDS.		
LONDON	"NESTOR"	On 12th November.
LONDON	"MACHAON"	On 23rd November.
LONDON	"ACHILLES"	On 10th December.
LIVERPOOL DIRECT	"DARDANUS"	On 15th November.
LIVERPOOL DIRECT	"IXION"	On 15th December.

(Taking Cargo at London Rates)
(Taking Cargo at London Rates)
The S.S. "GLAUCUS" left Singapore on the 4th inst., a.m., and is due in Hongkong on the 9th inst.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co. [15]

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
TIENSIN	"KWEIFANG"	On 6th November.
SHANGHAI	"WHAMPOA"	On 8th November.
HILOLO and CEBU	"KAIFONG"	On 9th November.
MANILA	"SUNGKANG"	On 10th November.
MANILA	"CHANGSHA"	On 10th November.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS. [16]

Hongkong, 28th October, 1901.

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.

(Robt. M. Sloan & Co., Hamburg.)

FOR NEW YORK.

THE full-powered Steamship

"CLAYDALE"

will be despatched for the above port on the 8th November.

For Freight, apply to
CARLOWITZ & CO.,
Agents. [2395]

Hongkong, 30th October, 1901.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"LAISANG."

Captain Payne, will be despatched as above on SATURDAY, the 3rd inst., at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers. [2788]

Hongkong, 1st November, 1901.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR STRAITS, CEYLON, AUSTRIA,
INDIA, ADEEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

Through Bills of Lading issued for
BATAVIA, PERMAN GULF, CONTINENTAL
AND AMERICAN PORTS.

THE Steamship

"COROMANDEL."

Captain F. W. Vibert, R.N., carrying His Majesty's Mails, will be despatched for the above ports on SATURDAY, the 3rd inst., at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
H. A. RITCHIE,
Superintendent. [1]

Hongkong, 28th October, 1901.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE
RAILROAD CO.PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA &c.

On 1st December.
S.S. "KYARVEN" On 20th December.

The Steamship "KYARVEN" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE, and YOKOHAMA on SUNDAY, the 1st December.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same to be marked.

Consular Invoices, to accompany Cargo, destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents. [14]

Hongkong, 31st October, 1901.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA
(FLORIO AND RUBATTINO UNITED COMPANIES).STEAM FOR BOMBAY VIA SINGAPORE
AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BISAGNO."

Captain Brusca, will be despatched as above on WEDNESDAY, the 13th November, at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents. [7]

Hongkong, 31st October, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE."

Captain McArthur, will be despatched for the above ports on THURSDAY, the 21st November, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with 11 Electric Light.

A Steam-tender and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents. [2746]

Hongkong, 28th October, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA AND JAPAN for the above Line

are prepared to issue THROUGH-BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan. Hongkong, 4th August, 1897.

HONGKONG STEAMERS.

Anping Maru, Jap. str., 1,058, Atsumi, Nov. 4.

Mitsui Bussan Kaisha, Benlaric, British str., 1,453, Kroble, Oct. 29.

Gibb, Livingston & Co., Dunkburn, British str., 5,000, Shell-drake, Oct. 31, Butterfield & Swire.

Charterhouse, British str., 1,278, Joslin, Nov. 1.

Chinese, Chas. Rogers, Brit. str., 1,292, Smith, Sept. 8.

Japanese, Chelidra, British str., 1,564, Cox, Oct. 31.

Jardine, Matheson & Co., Dordogne, French str., 3,723, Vedene, Oct. 18.

Messageries Maritimes, Daddhops, British ship, 1,986, Low, Nov. 3.

Order, Elcano, American str., 510, Altonaze, Sept. 3.

Brantice & Co., Empress of India, British str., 3,003, Marshall, Oct. 30, C. P. B. Co.

Fushun, British steamer, 1,500, Lant, Oct. 30.

Chinese, Hanoi, French steamer, 768, Meiles, Nov. 3.

A. R. Marty, Hermann Menzell, Ger. str., 1,647, Schlut, Oct. 27, Chinese.

Kaifong, British str., 1,024, Pennesfather, Nov. 3, Butterfield & Swire.

Keonswai, German str., 1,115, Riegen, Nov. 4.

Melchers & Co., Knight Companion, British str., 2,620, Froggatt, Nov. 1, Allen Cameron.

Kwangkei, British str., 1,467, Lincoln, Nov. 4.

Chinese, "Ching", German str., 1,242, Blacke, Nov. 4.

Chinese, Kwelyong, Brit. str., 1,062, Outerbridge, Nov. 1, Butterfield & Swire.

Laissang, British str., 2,225, Payne, Nov. 1.

Jardine, Matheson & Co., Lemox, British str., 2,351, Williams, Oct. 26.

Dodwell & Co., Limited, Loosok, German str., 1,020, Fuchs, Oct. 26.

Butterfield & Swire, Macduff, British str., 1,332, Clegg, Nov. 3.

Dodwell & Co., Limited, Marianne, Austrian str., 2,144, Raguin, Nov. 2.

Order, Merionethshire, British str., 2,200, Burst, Oct. 31.

Order, Murex, British str., 2,229, Halliday, Nov. 4.

Arnhold, Karberg & Co., Musashino Maru, Jap. str., 2,018, Koshina, Oct. 31.

Dodwell & Co., Limited, Nippon Maru, Jap. str., 3,437, Greene, Oct. 25.

Toro Kison Kaisha, Nuea Tung, German str., 1,241, Schoenberg, Oct. 29.

Melchers & Co., Ohi, British str., 1,951, Pinkham, Oct. 31.

Mitsui Bussan Kaisha, Olimpo, Austrian str., 1,800, Trawich, Oct. 31.

Bradley & Co., Oro, British steamer, 2,732, Coleman, Nov. 4.

Dodwell & Co., Limited, Osberg, British bark, 360, Denmore, Nov. 4.

Order, Polyan, German str., 897, Weiss, Nov. 3.

East Asiatic Trading Co., Ltd., Phumang, Ger. str., 1,021, Mangelsdorff, Oct. 27.

Butterfield & Swire, Phm C. C. Kiao, German str., 1,012, Unsworth, Oct. 30.

Butterfield & Swire, Piccola, German str., 825, Garnitke, Oct. 27.

Chinese, Radnor, Brit. str., 1,889, Bindloss, Nov. 3.

Shoan, Tomes & Co., Recorder, British str., 677, Breerton, Nov. 3.

E. E. Telegraph Co., Salahad, Dutch str., 1,235, Zwart, Oct. 17.

Butterfield & Swire, Shaoting, British steamer, 885, Quail, Nov. 3.

Butterfield & Swire, Tacoma, British str., 2,811, Dixon, Oct. 21.

Dodwell & Co., Limited, Tartar, British str., 2,768, Bleetham, Oct. 22.

C. P. B. Co., Taurus, Norw. str., 2,700, Christiansen, Oct. 31.

Order

Thales, British steamer, 836, Robson, Nov. 3.

Douglas Laprak & Co., Trym, Norwegian str., 710, Dahl, Oct. 27.

A. R. Marty, Whampoa, British str., 1,100, Laver, Nov. 4.

Butterfield & Swire

SAILING VESSELS.

Celeste Burrell, British ship, 1,764, Jeffry, May 29, Order.

Geo. T. Hay, British ship, 1,647, Spice, Oct. 20.

Arnhold, Karberg & Co., Geo. Valentine, French bk., 766, Harbert, Aug. 23, Order.

Helen A. Wyman, Amr. ship, 1,664, Vanhon, Sept. 10, Arnhold, Karberg & Co.

H. J. Albrecht, German schr., 701, Andersen, Oct. 10, Master.

Lamborg, Brit. bark, 1,215, McDougall, Aug. 14, Master.

Manuel Laguno, Amr. ship, 1,650, Nichols, June 30, Standard Oil Co.

Sea Witch, Amr. ship, 1,172, Howes, Feb. 21, Master.

State of Maine, Amr. ship, 1,467, Colecord, Sept. 8, Standard Oil Co.

W. H. Comer, Amr. ship, 1,325, Colecord, Sept. 26, Standard Oil Co.

FOREIGN MEN-OF-WAR ON THE
CHINA AND JAPAN STATION.

Admiral Koroloff, Russian protected cruiser, 36 guns, 9,000 h.p., Capt. Jakovlev, at Taku.

Admiral Nakhimov, Russian cruiser, 9,000, Capt. Vsevolodsky, at Yokohama.

Alcant, Russian cruiser, 8 guns, 1,200 h.p., Capt. Elkiy, at Vladivostok.

Alonette, French cruiser, 300, Lieut. Aoum, at Hongkong.

Amiral Charner, French gunboat, 450 tons, Capt. Buehne, at Saigon.

Amnapolis, American gunboat, 1,000 tons, 10 guns, 1,277 h.p., Comdr. Karl Kohner, at sea.

Aspie, French gunboat, 475 tons, 3 guns, 450 h.p., Comdr. Journe, at Saigon.

Bengali, French gunboat, 580 tons, Lieut. Fille, at Kolu.

Brooklyn, American (flagship) armoured cruiser, Capt. F. W. Dickens, at Cavite.

Bugeard, French cruiser, 4,000 tons, 19 guns, 9,000 h.p., Capt. Lefevre, at Wosung.

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Hongkong.

Chasseloup Laubat, French cruiser, 3,800 tons, Capt. De Epimay St. Luc, at Wosung.

Comets, French gunboat, Capt. Louet, at Bangkok.

Decider, French gunboat, 680 tons, 6 guns, Capt. Leanny, at Pakhoi.

D'Entrecasteaux, French flagship, 14 guns, 18,500 h.p., Capt. D. du Tournel, Bangkok.

Descartes, French cruiser, 4,000 tons, 13 guns, 9,000 h.p., Capt. de Saune, at Shanghai.

Dimidi, Russian armoured cruiser, 5,883 tons, 34 guns, 7,000 h.p., Comdr. Sharon, at Port Arthur.

Don Juan de Austria, American gunboat, Com. Bowman, at Manila.

Eclair, French gunboat, 8 guns, 2,050 h.p., Capt. Texier, at Taku.

Elba, Italian cruiser, 18 guns, Capt. Cassella, at Nagasaki.

Fioranosa, Italian cruiser, 4,000 tons, Capt. Gagliardi, at Nagasaki.

Friant, French cruiser, 3,900 tons, Capt. Adam, at Amoy.

Furst Bismarck, German flagship, Vice-Admiral Boddemann, 11,000 tons, 36 guns, Capt. Graf Muller, at Nagasaki.

Gaidamak, Russian torpedo-boat, 18 guns, 3,500 h.p., Capt. Bertheloni, at Taku.

Georges, German cruiser, 1,500 tons, 8 guns, Comdr. Bauer, at Hongkong.

General Alava, American gunboat, 1,800 tons, Lieut. Comdr. W. E. Halsey, at Manila.

Gromitsch, Russian gunboat, 1,492 tons, 2 guns, 2,500 h.p., Capt. Smimoff, at Shanghai.

Gromoboi, Russian battleship, 12,430 tons, 26 guns, 14,500 h.p., at Nagasaki.

Guichen, French cruiser, 3,200 tons, Capt. De Surgy, at Nagasaki.

Hansa, German cruiser, Rear-Admiral Kirchhoff, 6,800 tons, 30 guns, Capt. Paschion, at Amoy.

Helios, American gunboat, 8 guns, 1,998 h.p., Comdr. R. K. Ingersoll, at Nagasaki.

Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Wosung.

Ilitis, German gunboat, 1,000 tons, 10 guns, Lieut. Comdr. Schamer, at Hongkong.

Isla de Luzon, American gunboat, Comdr. J. K. Cogswell, at Manila.

Jaguar, German gunboat, 900 tons, 10 guns, Capt. Berger, at Pongku.

Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Gulich, at Nagasaki.

Kentucky, American battleship, 11,500 tons, Capt. C. H. Stockton, at Wosung.

Kersant, French gun-vessel, 13 guns, 2,200 h.p., Captain de la Motte du Fortail, at Saigon.

Korevez, Russian cruiser, 9 guns, 2,150 h.p., Capt. Sillmann, at Taku.

Lion, French gunboat, 740 tons, 4 guns, 500 h.p., Capt. Frost, at Nagasaki.

Lucha, German gunboat, 850 tons, 10 guns, Comdr. Daghhardt, at Shanghai.

Mandjour, Russian cruiser, 14 guns, 1,400 h.p., Capt. Kachaloff, at Newchwang.

Manila, American gunboat, 2 guns, 750 h.p., Comdr. T. H. Stevens, at Manila.

Maria Theresia, Austrian cruiser, 3,900 tons, 30 guns, Capt. Cosulich, at Nagasaki.

Monadnock, American double-turret monitor, 4,000 tons, 12 guns, 4,050 h.p., Capt. Speyers, at Canton.

Monseay, American gunboat, 6 guns, 850 h.p., Comdr. F. M. Wise, at Taku.

Monterey, American monitor, Capt. G. W. Pigman, at Shanghai.

Navarin, Russian battleship, 2 guns, 1,150 h.p., Capt. Beklemesheff, at Nagasaki.

New York, American flagship, 8,290 tons, 24 guns, Capt. M. H. Mackenzie, at Cavite.

New Orleans, American cruiser, Lieut. Comdr. Sperry, at Shanghai.

Nive, French cruiser, 6,000 tons, Capt. Morazani, at Taku.

Oly, French gunboat, on the Yangtze.

Ostavyan, Russian gunboat, 1,400 tons, 12 guns, 2,500 h.p., Capt. Jensen, at Taku.

Pascal, French cruiser, 14 guns, 8,500 h.p., Capt. Motet, at Taku.

Petrel, American gunboat, 4 guns, 1,095 h.p., Comdr. O. C. Cornwell, at Manila.

Petrovich, Russian battleship, 12,000 tons, Capt. Grevia, at Yokohama.

Polava, Russian battleship, 11,000 tons, Capt. Orgeroff, at Nagasaki.

